

THE ILLUSTRATED LONDON NEWS

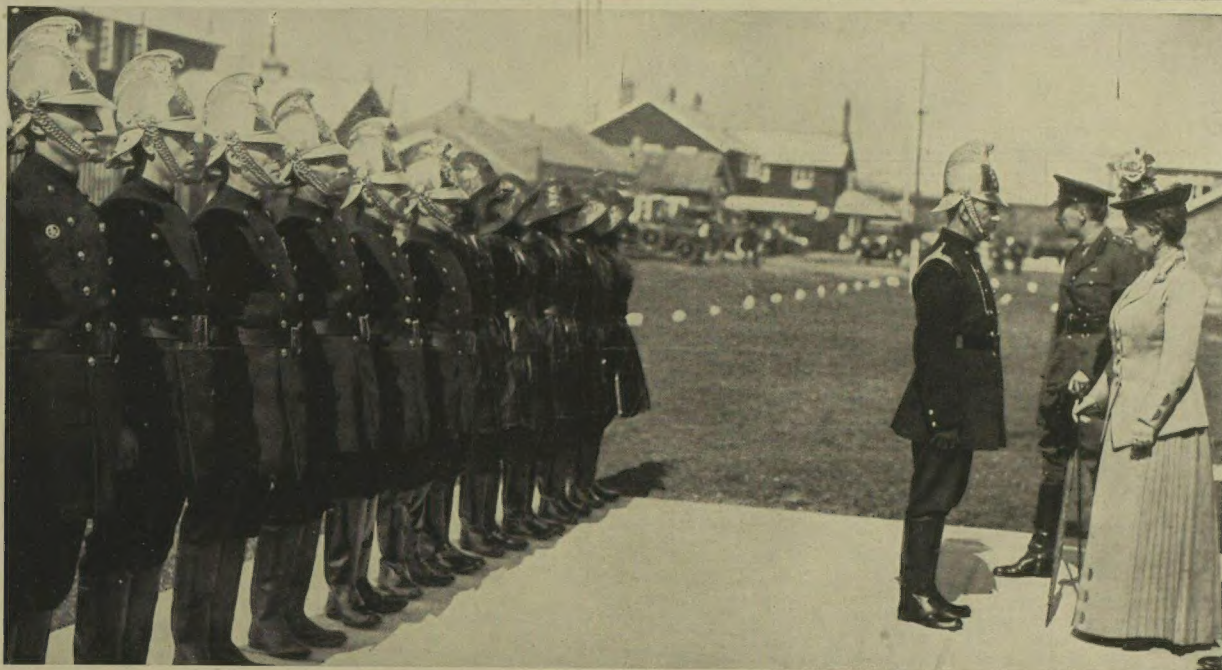
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SEVENPENCE

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THE ROYAL TOUR AMONG THE MUNITION-WORKERS IN THE NORTH-WEST OF ENGLAND: THE QUEEN INSPECTING FIREMEN AND FIREWOMEN AT A GREAT EXPLOSIVES FACTORY.



A QUEENLY HANDSHAKE: THE KING AND QUEEN TALKING TO A WORKMAN AT MESSRS. CAMMELL, LAIRD'S SHIPYARDS, AT BIRKENHEAD.



A RED-LETTER DAY IN HIS LONG CAREER AT THE WORKS: THEIR MAJESTIES TALKING TO A VETERAN WORKMAN AT MESSRS. CAMMELL, LAIRD'S.

On May 14 the King and Queen began a tour of the industrial districts of the north-west, where munitions of war of all kinds are manufactured. Their Majesties moved among the workers with their usual geniality, and won all hearts by the kindly interest they showed in all whom they met. The first visit was to a great explosives factory on the Welsh border, which has sprung up in the last two years and now employs over 6000 people, of whom about half are women and girls. Here they inspected a number of firemen and firewomen, the latter dressed in appropriate suits, with

"sou-westers" and oilskin coats. At the entrance the King was challenged for any "contraband" that he carried, and delivered up his cigarette-case and his spurs. Thence their Majesties motored to Hawarden Castle and Chester, afterwards proceeding by train to Birkenhead, where they visited the shipyards of Messrs. Cammell, Laird, spending nearly two hours going from shop to shop and talking with the work-people. Two old men who have been with the firm for many years were especially delighted with the kindness of the royal visitors.

PHOTOGRAPHS BY C.N.

ALLIED HOMAGE TO AMERICA'S NATIONAL HERO: WASHINGTON'S TOMB.

PHOTOGRAPHS SUPPLIED BY TOPICAL AND HARRIS AND EWING.



WITH ALLIED FLAGS OVER WASHINGTON'S TOMB: THE BRITISH AND FRENCH MISSIONS AT MOUNT VERNON.



GREAT BRITAIN'S FIRST OFFICIAL TRIBUTE TO GEORGE WASHINGTON: MR. BALFOUR SPEAKING AT THE TOMB.



WHERE A BRONZE PALM LEAF WAS PLACED ON THE SARCOPHAGUS BY THE HEAD OF THE FRENCH MISSION: MARSHAL JOFFRE SALUTING IN THE TOMB OF GEORGE WASHINGTON AT MOUNT VERNON.



WHERE THE ALLIED MISSIONS TO THE UNITED STATES CONFERRED: THE FRANKLIN McVEAGH HOME AT WASHINGTON.



USED FOR CONFERENCES BY THE ALLIED MISSIONS TO THE UNITED STATES: THE STUDY IN THE FRANKLIN McVEAGH HOME.

The visit of the British and French Missions to the tomb of George Washington at Mount Vernon, on Sunday, April 29, was an act of homage which profoundly touched the American people. It was memorable also as the first official tribute by Great Britain to the man who led thirteen colonies in the struggle for American Independence. Mr. Balfour, as head of the British delegates, gave a short address at the tomb, and placed upon it a wreath of laurel and lilies intertwined with the colours of the Allies, and bearing the following inscription: "Dedicated by the British Mission to the immortal memory of George Washington, soldier, statesman, and patriot, who would have rejoiced

to see the country of which he was by birth a citizen, and the country which his genius called into existence, fighting side by side to save mankind from subjection to military despotism." In the name of the French Mission, which included Marshal Joffre and M. René Viviani, ex-Premier, a bronze palm leaf was laid on the tomb. A photograph of M. Viviani speaking at the tomb appears on the opposite page. Mount Vernon is about twelve miles from Washington by river, and the visitors went down the Potomac in the President's yacht "Mayflower." Among the party were Mr. Baker, U.S. Secretary for War; Mr. Daniels, Secretary of the Navy; and Mr. Stuart, Governor of Virginia.

U.S.A. WAR FINANCE: THE ALLIED MISSIONS AND THE "LIBERTY LOAN."

PHOTOGRAPHS SUPPLIED BY TOPICAL AND HARRIS AND EWING.



THE HEAD OF THE BRITISH MISSION AND THE U.S. SECRETARY OF STATE: MR. A. J. BALFOUR (LEFT) AND MR. ROBERT LANSING.



REPRESENTATIVES OF FRANCE—AND FRENCH DONHOME: MARSHAL JOFFRE AND M. JUSSERAND, FRENCH AMBASSADOR AT WASHINGTON



A FRENCH TRIBUTE AT WASHINGTON'S TOMB: M. VIVIANI SPEAKING.



ARRANGING THE FIRST INSTALMENT OF THE UNITED STATES "LIBERTY LOAN": (LEFT TO RIGHT) LORD CUNLIFFE, SIR CECIL SPRING-RICE, MR. W. G. MCADOO (U.S. SECRETARY OF THE TREASURY), SIR HARDMAN LEVER, SIR RICHARD CRAWFORD, AND MR. OSCAR T. CROSBY (ASSISTANT SECRETARY, U.S. TREASURY).

The British and French Missions to the United States have done very valuable work for the cause of the Allies, both in influencing American public opinion through their speeches and addresses, in concerting plans with the American authorities, and, not least important, in establishing bonds of personal friendship. On May 14 it was announced by the United States Treasury Department that Mr. McAdoo, the Secretary of the Treasury, would shortly start on a speaking tour in the Middle West to popularise the Loan to the Allies. He has greatly increased his reputation by his able handling of the financial situation since the American declaration of war. The last photograph shows the American and

British representatives arranging the first instalment of \$200,000,000 (£40,000,000) of the United States Loan to the Allies, which is picturesquely as well as officially called the "Liberty Loan of 1917." Mr. McAdoo is seen signing a Treasury warrant for \$200,000,000, while Sir Cecil Spring-Rice, the British Ambassador, is signing an obligation for that sum, which was exchanged for the warrant. Lord Cunliffe is, of course, Governor of the Bank of England. Sir Hardman Lever, who was recently made a K.C.B., became Financial Secretary to the Treasury when the present British Government came in. Sir Richard Crawford was formerly Adviser to the Turkish Minister of Finance.



By G. K. CHESTERTON.

THERE is a great deal that is very varied and vivid in the Allied War Photographs Exhibition now at the South Kensington Museum, which Lord Derby opened the other day, and which everybody ought to see, and through which many people, including myself, have already had the chance of wandering with a curiosity not inconsiderably stimulated by ignorance. The variety is, indeed, perhaps the most positive impression, for there are still many who would hardly expect it. Photography is still conceived as part of the cosmopolitan clockwork of science which is so much the same in all places, like railways and electric trams and telegraph-poles. But, as Sherlock Holmes showed that personality penetrates even through a typewriter, such a collection as this may well show that nationality penetrates even through a camera. In this way the collection itself, which is an act of mutual courtesy among the Allies, is itself very symbolic of the Alliance. The Alliance does not suffer so much as its enemy from what is called organisation; and some will, no doubt, retort that it suffers from disorganisation. But it is at least equally true to say that it gains by variety. The German journalists tell each of the Allied nations in turn that it is the innocent victim of the others. They say that France is the dupe of the ambition of Russia, and Russia the tool of the vengeance of France. They assert, with apparent seriousness, that every English Tommy has "Calais" graven on his heart. But it would be hard even for them to maintain seriously that our Alliance is either Anglicised or Gallicised or Russianised in the sense in which their own is Prussianised.

Upon a passing glance, the excellent French contributions strike one as chiefly touched with science,



AT THE ALLIED WAR PHOTOGRAPHS EXHIBITION WHICH HE OPENED AT THE VICTORIA AND ALBERT MUSEUM: LORD DERBY INSPECTING A PORTRAIT OF ADMIRAL BEATTY.

Photograph by Illustrations Bureau.

and the Italian contributions with art. The Italian Section, indeed, catches the eye among the rest almost like an exhibition of water-colours. Not only are the different tints of photography more freely used, but the scenes themselves, as compared with the others, are necessarily as fantastic as a fairyland. I really think there are forms of Alpine ascent that are more staggering than aviation. It is extraordinary that a man should shoot up out of the street

towards the stars; but it seems more extraordinary that he should drag the street with him. And that is the only phrase for some of the wild and wonderful things which the Italians have done with their lines of communication. There is here the photograph of a line that goes straight as a ladder up an incredible precipice that seems to take hold on heaven; yet along this line armaments and stores and sick people come and go as if on the Bath Road—amazing as what was named, in the brilliant phrase of Francis Thompson, the traffic of Jacob's ladder.

Without reviving the æsthetic controversy about whether photography can be as good as painting, it can modestly be maintained that it can be a good deal better than some painting. And occasionally this flash of sunlight, like a flash of lightning, reveals as if by accident some of the more obscure aims of the painter. There is a snapshot in the Exhibition now at South Kensington representing a body of soldiers in steel helmets swinging up a road in the strong sun-glare, which is an arresting example of what I mean. It reveals something which the Cubists and such advanced artists are really aiming at—a thing which is not, by the way, always very clearly revealed by the Cubists and advanced artists themselves. I have called it a body of soldiers; and it really looks like a body. It looks like the solid, yet moving, united yet fluctuating, body of some big animal with scales—an unearthly alligator or armadillo. Yet each soldier is definitely and distinctly a soldier, and the whole is quite realistic; only it is something more than realistic. There is something dazzling and even dizzy about it, which may be what the new artists are trying to catch in their broken lights and reflections, a paradox by which there can be a sort of chaos in the very fact of uniformity. Sometimes the effects, though equally instantaneous, are more classical—and even, as it were, eternal. In the British Section there is a figure of one of our African fighting men in a fez, standing solitary like a sentinel, which is a momentary glimpse into many thousand years. The face under the fez is literally, line for line, the face we consider most archaic, conventional, and even inhuman, when we see it graven upon innumerable sphinxes or mummies in the stiff hieratic art of Ancient Egypt. As the level light strikes the high cheek-bones, the sleepy eyes, the mouth that seems made for that pendant conventional block or wedge like a beard under the lower lip, it seems hard to believe that anything so familiar in dead decoration can be alive. It is as if we saw a man walking down the street in a mediæval halo; or as if the street itself ended in the fantastic Chinese perspective of the Willow Pattern.

There are, of course, many other things in the British Section which are specially interesting to the British imagination. There is a photograph of the Australian contingent, taken by some technical trick which I do not understand, so that we see as much of it as possible at once—as if the spectator had walked round it. There are several interesting portraits, but the casual are much better than the formal ones. Thus the full-length portrait of Sir Douglas Haig, though sympathetic, is surely something less than characteristic; while there is a chance group of Lord Kitchener saluting the French General at Sa'ouika which is a whole essay on the false and the real contrasts between two nations. The Frenchman is grave, as Frenchmen always are on occasions of courtesy; the Englishman is grinning. There is a picture of Hodson's Horse charging with levelled spears, and bearing themselves with the almost brutal nobility of the more masculine Asiatic types—an impression which is also peculiarly appropriate to that strange, adventurous, and unscrupulous English type whose name these horsemen still bear. The story

goes that the photographer himself was nearly killed by the charge he was commemorating—and it seems quite likely.

But I think the picture most worthy to be called a historical picture is one in the Serbian Section, and represents the old Serbian King with a Staff of officers behind him—or rather, so to speak, above him, for he stands foremost, I think, on steps or some descending foreground. But the lines of the group, though possibly accidental, are like the lines of a great group of statuary: figures behind bending a little forward, almost like the winged figures in some allegory; the figure in front thrown back, with the foot forward—



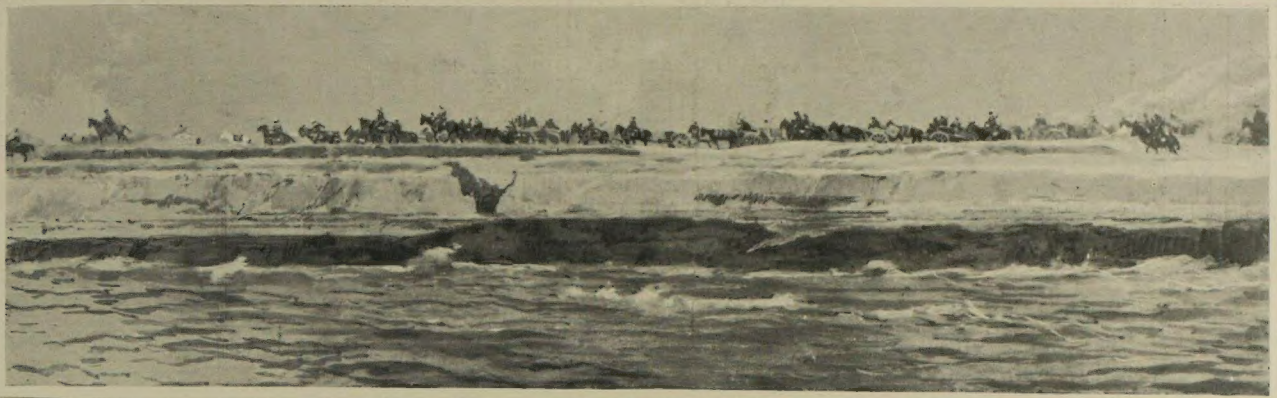
THE OPENING OF THE ALLIED WAR PHOTOGRAPHS EXHIBITION: (L. TO R.) LORD DERBY (SPEAKING); LIEUT.-COL. JOHN BUCHAN (DIRECTOR OF INFORMATION); AND LIEUT.-GEN. SIR FRANCIS LLOYD (COMMANDING THE LONDON DISTRICT).

Photograph by Alfieri.

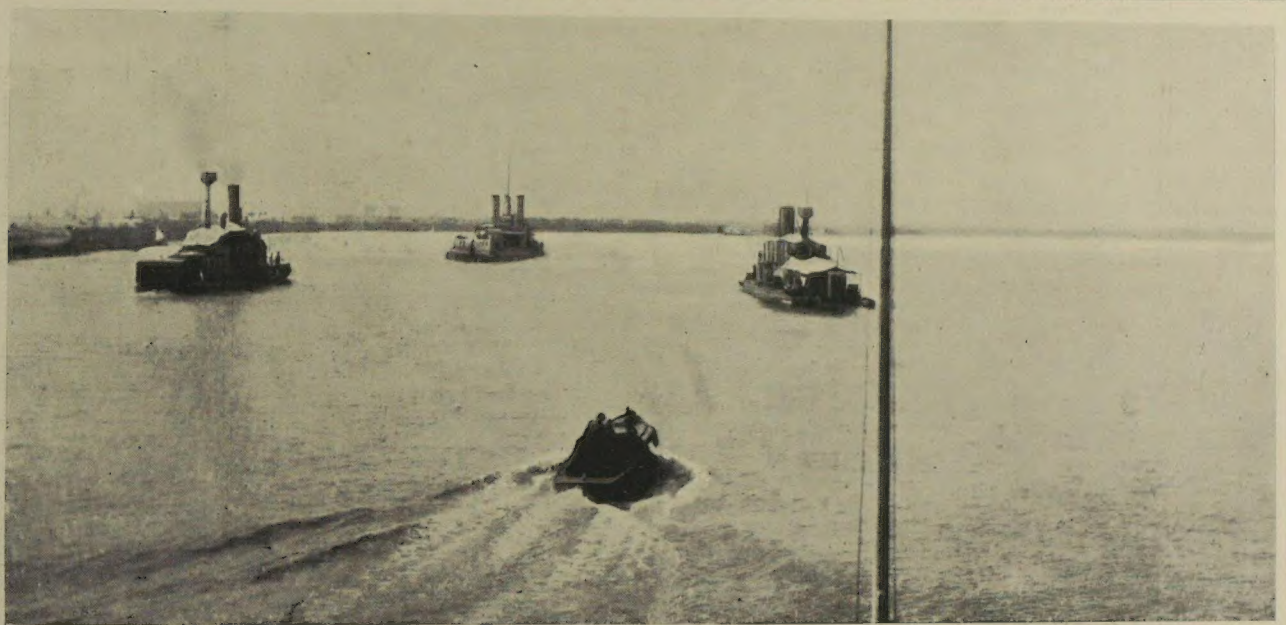
the attitude of the hero in a ballad who put his back against a tree, his foot against a thorn. And it is the figure of a hero, though of a more dreadful sort than our polite public fictions parade before us—one like the old King in Macaulay, under whose hoary eyebrows still flashed forth quenchless rage. There are things there on which we cannot pass judgment—dark heroisms that shame us even while they shock us; a tragic world in which tyrannicide is the only answer to treason; a patriotism as pitiless as that of Rome. The old King is looking forward far out of the picture, with a kindling eye; and one could swear he saw before him, and closing around him, hostile hosts multitudinous, mechanical, merciless; trailing all its trappings, and blazing with all its blazonries in the sun—the towering hypocrisy of Austria. In such fashion do those who have fattened and grown rich upon the Cross come down to destroy those who have starved and died for it. In that strong, sardonic figure is all the greatness of the little peoples: all the Poles, all the Irish, all the Belgians—all those to whom men with shorter memories and shifter ideals address the question, "Dost thou well to be angry?" Such men can find no name for this tortured tenacity except to call it "vindictiveness," for such men give to their own mere flippancy and forgetfulness the high and hard name of charity. Anyhow, it is the figure of that old Serbian that remains longest of all these images on my mind. "Yea, I do well to be angry; even unto death."

THE "CASUAL" BRITISH ENTRY INTO BAGHDAD: ROAD AND RIVER SCENES.

PHOTOGRAPHS BY CENTRAL PRESS.



"EARLY ON THE MORNING OF THE 11TH (MARCH) WE OCCUPIED THE CITY" A BRITISH COLUMN TWO MARCHES AWAY FROM BAGHDAD.



THE NAVAL SIDE OF THE BRITISH ENTRY INTO BAGHDAD ON MARCH 11 BRITISH SHIPS IN THE TIGRIS APPROACHING THE CITY



"THE ROAD WAS THROGGED WITH A JUBILANT CROWD. THE ROOFS AND BALCONIES WERE PACKED": THE BRITISH RESIDENCY AND THE CROWD OUTSIDE.

Describing the operations that led to the capture of Baghdad, Mr. Edmund Candler writes: "On the night of the 10th-11th (March), the Turkish forces beat a simultaneous retreat on both banks upstream of Baghdad, and early on the morning of the 11th we occupied the city." In a later message, published on May 14, he says: "The following graphic description of the scenes which attended the British entry into Baghdad has been written by a Staff Officer of the Expeditionary Force: 'Nothing could have been more casual than our entry into Baghdad. Four of us were riding ahead of the column through the palm groves. . . . We had been bivouacking out in a blowing dust. We

were dirty, unwashed, unshaven, unfed. . . . On the whole, we did not make up a very imposing cortège for an historic State entry. A group of our officers had soon collected in the American Consulate, and then the consul arrived. He had been looking for us. The merchants were asking for a guard. They had been hiding all night waiting for the British to come and disperse the mob and police the bazaars. The road was thronged with a jubilant crowd. The roofs and balconies were packed with women in bright dresses. Children danced in front of us, uttering shrill Arab cries and clapping their hands.'"

GERMAN FLOGGING ORDERS AND FORCED LABOUR: WAR ON CIVILIANS.

Holnon, le 20 juillet 1915.

Tous les ouvriers et les femmes et les enfants de 15 ans sont obligés de faire travaux des champs tous les jours, aussi dimanche de quatre heures du matin jusque 8 heures du soir (temps français). Récréation: une demi-heure au matin une heure à midi et une demi-heure après midi.

La contravention sera punie à la manière suivante.

1) Les fainéants ouvriers seront combinés pendant la révolte en compagnies des ouvriers dans une caserne sous inspection des corporaux allemands. Après la révolte les fainéants seront emprisonnés 6 mois; le troisième jour la nourriture sera seulement du pain et de l'eau.

2) Les femmes fainéantes seront exilées à Holnon pour travailler. Après la révolte les femmes seront emprisonnées 6 mois.

3) Les enfants fainéants seront punis de coups de bâton.

De plus le Commandant réserve de punir les fainéants ouvriers de 20 coups de bâton de tous les jours.

Les ouvriers de la commune Vendelles sont punis sévèrement.

Afficher!



Gloss

Colonel et Commandant

"CHILDREN IDLING WILL BE PUNISHED WITH FLOGGING. . . . MOREOVER, THE COMMANDANT RESERVES THE RIGHT TO PUNISH IDLE WORKMEN WITH TWENTY STROKES A DAY": A CAPTURED GERMAN PLACARD POSTED NEAR ST. QUENTIN.

We reproduce above, in facsimile, a copy of a German placard that recently came intact into the hands of the French. It was posted during 1915 in twenty-five invaded communes under the control of the German military authorities at Holnon, north-west of St. Quentin. All these villages are now in ruins, having been destroyed in the German retreat. The following is a translation of the placard, which, it will be noted, bears the seal of the German "Kommandantur," and is signed by a certain Colonel Gloss: "Holnon, 20th July, 1915.—All workmen, as well as women and children aged fifteen, will have to work in the fields every day, including Sundays, from four o'clock in the morning till eight o'clock in the evening (French time). Recreation: half-an-hour in the morning, an hour at noon, and half-an-hour after noon. Any disobedience will be punished as follows: (1) Workmen idling will be formed, during the harvest, into companies of workmen in barracks, under the inspection of German corporals. After the harvest, idle workmen will be imprisoned for six months; every third day the food will consist only of bread and water. (2) Idle women will be exiled to Holnon to work.

After the harvest, such women will be imprisoned for six months. (3) Idle children will be punished with flogging. Moreover, the Commandant reserves the right to punish idle workmen with twenty strokes a day. The workmen of the commune of Vendelles are being severely punished. Gloss, Colonel and Commander." "Here," writes a French paper, "is a document that needs no comment. The text is quite clear, in spite of the mistakes in French and the bad handwriting of the German who wrote it. He orders enforced labour for the civil population, to whom, by international law and conventions, the rigours of war ought to have been spared. 'We do not make war on civilians,' our enemies have often repeated in their proclamations, their speeches, and their Press. Here is a proof of their lying, and of such unheard-of cruelty that it baffles belief: Enforced labour for men, women, and children, from daybreak till night; those who rebel—prison, flogging, and starvation. On 20th July, 1915, a German Colonel composed and signed a document which dishonours him as well as his superiors and the German Army."

THE WESTERN FRONT: ON THE TRAIL OF THE DEFEATED GERMANS.

OFFICIAL PHOTOGRAPHS.



DÉBRIS OF THE BLOWN-UP VILLAGE CHURCH OF ETELLIERS AMIDST ITS DESECRATED CHURCHYARD: ONE OF HUNDREDS OF SIMILAR DELIBERATE GERMAN ATROCITIES.



AMONG THE RUINS OF A SOMME BATTLEFIELD VILLAGE: THE MAIN STREET CLEARED BY THE BRITISH FOR TRAFFIC—PONTOON TEAMS PASSING THROUGH.



AFTERMATH OF BATTLE: FLEURBAIX, IN THE ARRAS-SOMME AREA, AS FOUND BY US AFTER THE ENEMY HAD BEEN DRIVEN OUT.



THE FATE OF THE CHÂTEAU DE CAULAINCOURT—BLOWN 'UP TO DAM THE SOMME: THE RUINS HEAPED ASIDE AND A CHANNEL CLEARED BY THE BRITISH.

The destruction of village churches by explosion, even in localities where by no possible means could the buildings be used for any military purpose, has been carried out as though by set plan of the German Higher Command. These wilful destroyers of churches and desecrators of tombs in churchyards are the same who, in their official proclamations, claim to be the Chosen of "Unser Gott," "the old German God," "Germany's Ally in Heaven," and so on.—The second illustration shows the remarkable celerity with which our men clear the roads through the ruins of villages in the battle-area, for traffic passing to the front. Two pontoons with their teams are seen passing through

a destroyed village used as a temporary dépôt. Collected at either side are artillery and other wagons, some, probably, captured German vehicles assembled here for the disposal of the authorities. The fourth illustration shows the wreckage of the historic Château of Caulaincourt, near St. Quentin. It was the home of one of the great families of the *ancien noblesse*, a member of whom was Napoleon's most trusted Councillor of State. The Germans blew the château up in such a way that its débris should choke the adjacent Somme and cause a delaying inundation. The British had to shovel aside bricks, stone blocks, and heavy beams, to make a channel for the river.

A BRITISH BREACH IN THE HINDENBURG LINE: CAPTURED GERMAN STRONGHOLDS; PRISONERS; DUMMY GUNS: WIRE.

PHOTOGRAPHS—BRITISH OFFICIAL AND CANADIAN WAR RECORDS.



IN A CAPTURED SECTION OF THE HINDENBURG LINE: BRITISH SOLDIERS AT WORK BREAKING DOWN A GERMAN STRONG POINT.



CONSTRUCTED TO DECEIVE OUR AIRMEN: GERMAN "DUMMY" GUNS FOUND AT THE TAKING OF VIMY RIDGE BY THE CANADIANS.



A TYPICAL EXAMPLE OF SOLID GERMAN CONCRETE: A MASSIVE STRONG POINT CAPTURED IN PART OF THE HINDENBURG LINE.



MONSTER PROJECTILES FOR BRITISH GUNS TO SMASH UP GERMAN DEFENCES: UNLOADING BIG SHELLS FROM A MOTOR-LORRY.



A "FIELD DRESSING-STATION" FOR "WOUNDED" REPAIRING WEAPONS: A CANADIAN MOBILE WORKSHOP FOR RIFLES.



"ZAREBAS" OF GERMAN WIRE AT A CAPTURED POSITION: PART OF THE ENTANGLEMENTS HINDENBURG LINE.



SMOKING THE PIPE OF CONTENTMENT: A GERMAN PRISONER TAKEN AT ARLEUX, AND OTHERS BEING SEARCHED FOR PAPERS.

The much-vaunted Hindenburg Line has not proved entirely impregnable, as some of the above photographs prove. They also show some of the characteristics of this famous German system of defence on the Western Front. Writing of one part of it in which British troops have made a breach, Mr. W. Beach Thomas says in a recent message from the war-correspondents' headquarters: "Some of our English troops, after wrestling with zarebas of uncut wire, captured a section of a loose end of a Hindenburg trench, and they now show you with the pride of a showman a perfect model of what the Hindenburg Line is like. Under the greater part of the second line runs a tunnel about 30 ft. below the ground, with the shafts so frequent that shell-fire can do the occupants no harm. . . . The Hindenburg Line where we have broken it was a very comfortable and strong place; it is no wonder that the enemy

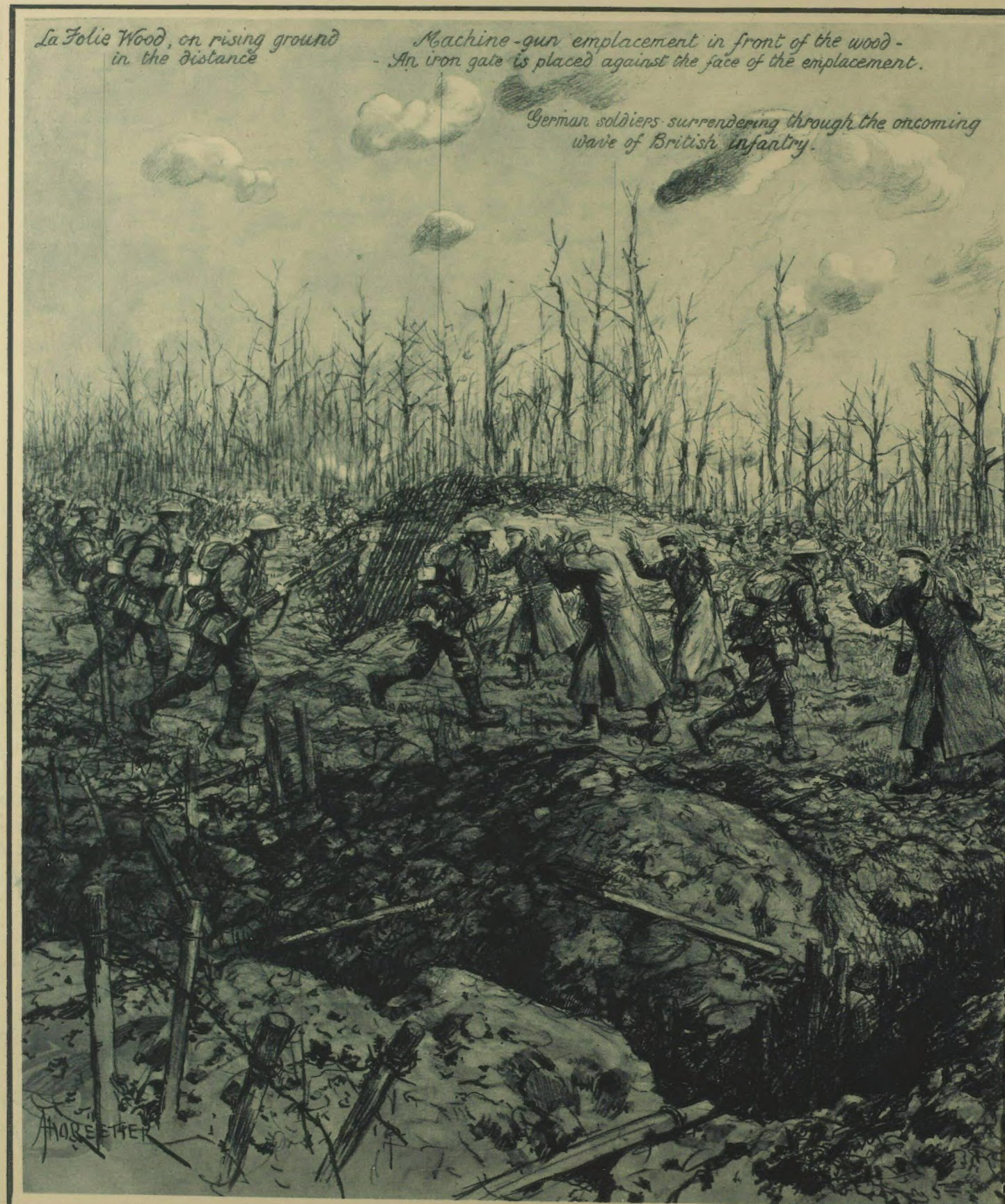
feels rather bitter about its loss. I have before me the diary of a Prussian sergeant who expresses the general disgust. . . . 'It is a scandal that the troops who were here before gave up to the enemy so comfortably, so beautifully built positions, while we have to lie out here in the open. The English are again shooting the whole country with their artillery as if they were mad.' Of the capture of Arleux, Mr. Beach Thomas says: "When we attacked Arleux before sunrise, a good part of the village existed in some shape. It was full of the enemy and powerfully defended. . . . Over several reaches the enemy's finger-thick wire was not cut, and it is hard enough to cross uncut German wire if there is no one there to resist you. I have tried and failed on more than one extinct battlefield. . . . The attack went with a rush; prisoners poured back. . . . Some prisoners were still coming back at 5 p.m."

"THE FIRST ALLIED TROOPS TO LOOK DOWN ON THE

DRAWN BY A. FORESTIER FROM

LEVEL PLAIN OF DOUAI": STORMING VIMY RIDGE.

MATERIAL SUPPLIED BY AN EYE-WITNESS.



"THIS ADVANCE INCLUDED THE CAPTURE OF . . . A NUMBER OF FORTIFIED WOODS. . . THE OF LENS, THE RAILWAY TO ARRAS."

Our drawing illustrates part of the historic capture of Vimy Ridge, which, it will be recalled, was a splendid exploit of the Canadian troops in the opening stages of the Battle of Arras. Through the broken trees slightly to the right of the centre can be descried, in the distance, the town of Lens, with the railway winding from it towards the right in the direction of Arras. Beyond and parallel to the railway is a line of German trenches in the Douai plain, and in the space between are indicated two German ammunition-columns converging towards a bridge near Vimy Station and coming under well-directed British artillery fire. In the middle distance on the right the shattered roofs of the villages of Vimy and Fausb show just over the ridge, Vimy being under the curve of the railway and Fausb further to the right. The official account of the fighting issued by the Canadian War Records Office said: "This advance [i.e., by the troops

ENEMY SURRENDERED BY HUNDREDS": THE ATTACK ON VIMY RIDGE; WITH A DISTANT VIEW AND THE PLAIN OF DOUAI.

of the Canadian right] included the capture of several villages, Hill 140, a number of fortified woods, and several trenches and belts of wire. And still the enemy surrendered by hundreds and scuttled rearward to safety. Their resistance grew feebler, their hands more eager to relinquish their weapons and ascend high above their heads, at each stage of our advance. . . . By one o'clock . . . the troops on the right had consolidated their gains and advanced strong patrols. From their new positions they [i.e., the Canadians] commanded a wide view of enemy territory to the eastward. They reported a massing of Germans on a road in the new field of vision, and our heavy guns immediately dealt with the matter. . . . So they [the Canadians] issued on the eastern slopes of Vimy Ridge—the first Allied troops to look down on the level plain of Douai since the German occupation in 1914."—[Drawing Copyrighted in the United States and Canada.]

THE BRITISH ARMY EAST OF SUEZ: THE OPERATIONS IN PALESTINE.



THE BRITISH ADVANCE IN SOUTHERN PALESTINE: MOUNTED MEN ON THE MOVE IN SANDY COUNTRY.



THE BRITISH AIR SERVICE ON THE PALESTINE BORDER: BATTLE-PLANES AT EL ARISH.



WHERE A BIG BRITISH VICTORY WAS GAINED DURING THE ADVANCE FROM EGYPT TO PALESTINE: CAMELS WATERING AT ROMANI.



THE "SHIP OF THE DESERT" USED IN THE TRANSPORT OF SUPPLIES: A CAMEL-TRAIN WITH PROVISIONS ON THE MARCH.



WHERE BRITISH WAR-SHIPS HAD PREVIOUSLY BOMBARDED THE TURKS: STORES AT EL ARISH—24 HOURS AFTER THEIR ARRIVAL.

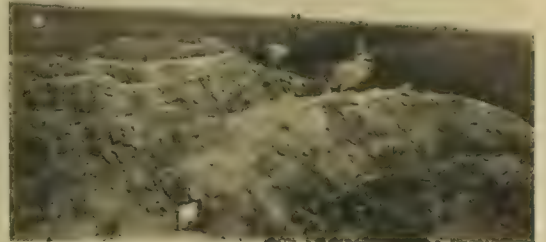
Since the victory near Gaza in April of the British forces under Sir Archibald Murray, there has been an inevitable lull in major operations, while the ground won was strengthened and communications pushed forward. Of that battle an official despatch stated: "On April 17 we advanced north of the Wadi Gaza (or Ghuzzeh), and captured the Turkish advanced positions on a front of 6½ miles. The attack was assisted by the fire of war-ships and the position gained was consolidated." The occupation of the Wadi Gaza, a ravine with steep banks that had formed a serious obstacle, had been the

main object of that particular advance. As regards the Navy's share in the operations, it may be recalled that last August monitors co-operated in the battle of Romani, where over 3000 Turks were captured. The Fleet also on one occasion carried out a separate bombardment of Turkish positions at El Arish. In a message dated "Before Gaza, April 21," Mr. W. T. Massey wrote: "We have gained our first line, . . . but apparently there is a period of trench warfare before us ere we reach the system of trenches which have been cut to turn Gaza into a modern fortress of great strength."

BRITISH FORCES NEARING SAMSON'S CITY: THE ADVANCE TOWARDS GAZA.



WITH CAMELS TO CARRY THEIR GUNS: AN INDIAN MOUNTAIN BATTERY SECTION ON THE PALESTINE BORDER.



SHOWING TURKISH GRAVES, AND TWO MEMBERS OF THE BRITISH FORCE IN THE BACKGROUND: AN ABANDONED ENEMY POSITION.



AN IMPORTANT LINK FORGED BY THE BRITISH IN THEIR CHAIN OF COMMUNICATIONS: TROOPS ON THE RAILWAY, WITH TENTS AND SHELTERS ALONGSIDE THE TRACK.



TAKEN IN THE OPERATIONS AGAINST GAZA, AND USED TO BRING IN A CAPTURED TURKISH GENERAL: A TURKISH WHEELED PALANQUIN.



ENTERTAINING HIS "COBBERS" WITH A REED-PIPE DURING A REST FROM CROP-PICKING: A PATRIARCHAL BEDOUIN.

The immediate object of the successful battle near Gaza last month, as mentioned on our other page illustrating the Palestine campaign, was to occupy the Wadi Gaza ravine. This occupation in turn was necessary, it has been explained, in order to cover the advance of the railway, thus ensuring adequate communications. In his account of the April fighting, which he describes as part of "the biggest battle in all the long history of Palestine," Mr. W. T. Massey says: "With conditions pre-eminently favourable for defence, an early decision before Gaza must not be expected. But this latest move

of the Egypt force has had a far greater effect on the world war than merely to fill the Turkish trenches with dead. That enemy troops were brought from the Caucasus to the Palestine theatre, we have the clearest evidence of Turkish prisoners, and part of a division, dressed in warm German-made uniforms, had been equipped in Constantinople for Galicia. While Gaza was strongly held, other [Turkish] infantry were at Huj, Harreira, and Sharia, and cavalry were at Beersheba in a crescent-shaped line ready to assist in the defence of Samson's city or to make a flank attack."

"WE ARE RAPIDLY PUTTING OUR NAVY UPON AN EFFECTIVE WAR FOOTING": A GREAT AMERICAN WAR ASSET.

PHOTOGRAPH BY THE U.S. NAVY DEPARTMENT.



THE FORMIDABLE NAVAL FORCES OF THE UNITED STATES NOW ON WAR SERVICE: A PORTION OF THE AMERICAN ATLANTIC FLEET LYING AT ANCHOR.

When President Wilson made his great speech before Congress advising the entrance of the United States into the war, he said: "It will involve the immediate full equipment of the Navy in all respects, but particularly in supplying it with the best means of dealing with the enemy's submarines." A fortnight later, in his appeal to American citizens to help on the war in all departments of the national life and industry, the President wrote: "We are rapidly putting our Navy upon an effective war-footing, and are about to create and equip a great Army." The United States Navy is one of America's chief assets in the war for human freedom on which she has entered, for

while, as the President said, a great American Army has still to be created, she has a great Navy already in existence, and capable of exercising a very important influence on the military situation. Some of the big ships of the United States Atlantic Fleet, with their characteristic lattice-work masts, are here seen lying at anchor in a roadstead on the American coast. In a recent article on the shipbuilding programme of the United States, Mr. Archibald Hurd writes: "The American authorities have already determined on an ambitious constructive programme, which embraces both patrol vessels for hunting down submarines and merchant vessels for supplying the needs of the Allies."

FRENCH TANKS IN ACTION: ARTILLERIE D'ASSAUT CROSSING GERMAN TRENCHES IN THE BATTLE OF THE AISNE.



ARMoured PROTECTION FOR ATTACKING FORCES INTRODUCED BY THE BRITISH AND ADOPTED BY

It may not be generally known that our gallant Allies, the French, have followed the British lead and adopted the use of Tanks, although observant readers may have noticed that, in a Berlin wireless message of April 18, regarding the great and victorious French offensive on the Aisne opened two days before, the Germans claimed to have put out of action some of "the numerous armoured motor-cars [Panzerkraftwagen—the German term previously applied to British Tanks] utilised by the enemy." From the particularly interesting drawing here given our readers will note that the French Tanks differ slightly from our own in shape, though their function of crushing their way over trenches and obstacles, firing their guns as they go, appears to be the same. In the French Army they are known as *artillerie d'assaut*. General Nivelle said in an Order of the Day issued to the French troops on April 20: "The General-in-Chief

OUR ALLIES: TWO OF THE NEW FRENCH TANKS ENTERING GERMAN POSITIONS, AS AT JUVINCOURT.

offers his congratulations to the artillery of assault, and in particular to the groups under Commander Bossut, which, on the day of April 16, were the first to enter the second enemy line before Juvincourt, and assured its capture. Thanks to the valour of their crews, and the infectious ardour of their leader, who fell gloriously in the height of the action, these units, in spite of conditions that made their employment specially difficult, showed what might be expected of the artillery of assault, and from the moment of their first appearance on the battlefield have won a place of honour among the combatants." Incidentally, it is a substantial tribute to our artillery innovations that one which has sprung into a prominence which it would be no exaggeration to describe as sensational should thus be adopted by such masters of the art of war as the French.—[Drawing Copyrighted in the United States and Canada.]



OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEK CATHOLICS, CONSTANTINOPLE, BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453.

BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, THE CHURCH BECAME A MOSQUE, ST. SOPHIA.

SCIENCE JOTTINGS.

THE PROTECTION OF OUR CROPS.

I HAVE never attempted to keep a record of the number and nature of the letters I receive during the year from my readers of this column, but their number is considerable. And I am thankful to say they are always kindly, and helpful, for they invariably add some new fact to my store. Often I am asked to return to some theme, and sometimes, as occurred the other day, I am asked to advocate measures of scientific warfare calculated to hasten the end of the tremendous struggle in which we are engaged. One such letter which I received a day or two ago contained some devilishly ingenious suggestions, which I shall forward to the proper quarter, but it would certainly be unwise to advocate them here, since, in some round-about fashion, they would be certain to find their way to the enemy, only to be used against ourselves with disastrous consequences.

In response to requests which I have lately received, I propose to write to-day of some of our native birds in their relation to our crops; both in regard to our fields and gardens. On this subject a great deal has been written lately in the daily papers. For the most part the writers have not only written temperately, but they have shown a first-hand knowledge of their particular aspect. But one of these letters is quite unusually mistaken. It emanates from a small street in a suburb of London, and therefore, perhaps, need not be taken too seriously. The writer gravely assures us that "the birds of the British Isles certainly do something to assist us in keeping down insect pests, slugs, etc., for fifty weeks in the year, but this gives them no right to take our corn for the remaining weeks." They must eat an amazing quantity of corn in two weeks to outweigh the good they do, according to the writer's own admission, during the rest of the year! But he continues: "After all, we can eradicate the pests ourselves much more easily than we can replace the corn. It is only a question of labour (a not unimportant question in these days) to keep slugs, etc., within limits, and as to flying insects, we can deal with them by means of entomological nets. . . . In peace, we might continue to tolerate the vermin, because they amuse the children, but the supply of food to-day is far too serious a matter for this consideration to have any weight." Much of this precious letter is too silly to quote; but its drift, as a whole, indicates a crass

ignorance which is nevertheless at the present time wholly mischievous. As a matter of fact, at no time in our history have we stood in greater need of aid from our birds. They labour unceasingly, and do not demand war-bonuses.

There are exceptions to every rule. And one of these is the common house-sparrow. But even this

because more addicted to an insectivorous diet. The sparrow consumes no inconsiderable number of insects, especially while there are hungry nestlings to feed. But during the greater part of the year he is a seed eater. And just because he is so numerous, and so partial to human habitations, he chooses those seeds which are easiest to come by—those destined to furnish food for ourselves, directly or indirectly.



WHERE ARTILLERY DUELS ARE FOUGHT FROM PEAK TO PEAK: KING VICTOR AND GENERAL CADORNA ON MONTE CENGIO.

King Victor, who recently made his first aeroplane flight, is here seen with General Cadorna on Monte Cengio, on the Italian Trentino front. Writing from that front on May 6, Mr. Perceval Gibbon said: "When Monte Cengio accepted Monte Cimone's challenge, half a dozen great mountains . . . became thunderous with cannon."—[Italian Official Photograph.]

bird is not so black as he is painted. He has become somewhat of a nuisance because he takes so kindly to human habitations, thriving as well in cities as in the open country. Hence he has unduly increased in numbers, and in the struggle for existence he crowds out more useful birds than himself, more useful

Materially reduced in numbers, we shall once more be able to look on him, and his, with a friendly eye. But this war on the sparrow is likely to react on other birds quite innocent of harm, the "hedge-sparrow," for example, a meek little creature which is almost entirely insectivorous. But nesting near the ground, and branded as a "sparrow," this unoffending little bird is likely to suffer this year from zealous juvenile enthusiasts eager to do their "bit" in the way of "war service"!

Judicious netting at night, and the strict protection of owls and hawks, will work wonders in the reduction, not only of our surplus sparrows, but also of other seed-eating birds which will stand thinning.

In our natural, and proper, anxiety to get the maximum out of our ground, new chemical manures are being used, and some of these seem to be fraught with grave danger not only to wild birds, but also to our stock. This much is apparent from the fact that no less than 200 pink-footed geese are reported to have been picked up dead in one field. At first it was suspected that these birds had been killed by the exhalation from a neighbouring munition factory. But on examination, the cause is said to be traced to the manure with which the land was dressed. If the facts are as stated, this manure should at once be banned, or far more serious consequences may follow.

An official circular, it is said, has been issued, advising the use of poisoned grain as a means of killing seed-eating birds. I have not seen that circular, and suspect that it must have been drafted by some local "Board"; for the use of poisoned grain is forbidden, and rightly, by law, for obvious reasons. But, in any case, immediate steps should be taken to prohibit the use of such extremely dangerous means of extermination.

W. P. PYCRAFT.



THE RENEWAL OF ACTIVITY ON THE ITALIAN FRONT: ITALIAN SOLDIERS IN ROCK-CUT TRENCHES ON THE CIMA LANA.—[Italian Official Photograph.]

AS GERMAN GUNNERS SAW IT: SOISSONS FROM CAPTURED BATTERIES.



WHAT THE GERMANS SAW OF SOISSONS WITH THE NAKED EYE: AN ENEMY PHOTOGRAPH (FROM THE EMBRASURE OF AN OBSERVATION-POST) CAPTURED BY THE FRENCH



WHAT THE GERMANS SAW OF SOISSONS THROUGH THE TELESCOPE: AN ENEMY TELE-PHOTOGRAPH (PART OF THE ABOVE VIEW ENLARGED) CAPTURED BY THE FRENCH

The French offensive this spring has delivered Soissons from the invader. Towards the end of March it was already over ten miles behind the French front, and on the 22nd of that month it was announced that the daily train service from Paris was being resumed. "It is in the town of Soissons," says Mr. H. Warner Allen in a despatch written there on March 25, "that the meaning of the German retreat from the human point of view can be best understood. Nowhere has the civilian population been more heroic. The Germans, to show that they were still in the neighbourhood, resorted to a bombardment; but, if they thought they produced any effect upon the inhabitants, they were sadly

mistaken. They had to use a long-range gun, and to the Soissonnais, who were accustomed to hearing continually day and night the whizz and explosion of shells, the expensive and consequently far less frequent heavy shells were nothing at all." Writing from the French front on April 22, Mr. G. H. Ferris says: "The jolly little town can begin to . . . resume normal life." Some 700 or 800 of the inhabitants of Soissons remained at home through the series of bombardments. It is stated that one German battery was specially detailed to bombard the cathedral, and a German artillery officer's report has been quoted as saying, "Unfortunately, we did not succeed in hitting the spire."

THE DAY OF DELIVERANCE: DAWN AT LAST AFTER A LONG

FROM THE DRAWING



FILLED WITH JOY AND PRIDE AT THE SIGHT OF THEIR OWN MEN WITH THE
WELCOMING THE ARRIVAL

To the inhabitants of a French town which, through long months of weary waiting, has submitted to German aggression and extortion, the sight of their own victorious troops marching through the streets, with the Tricolour waving among them, is one to awaken feelings of unbounded joy and thankfulness. A few weeks ago, our readers will remember, we illustrated a similar scene where British troops were the heroes of the hour. How much more must the sight of their own brave

NIGHTMARE OF GERMAN OPPRESSION IN A FRENCH TOWN.

BY A. FORESTIER.



TRICOLOUR WAVING AMONG THEM: INHABITANTS OF A LIBERATED FRENCH TOWN
OF FRENCH TROOPS.

soldiers entering in triumph bring tears of pride and gratitude to the eyes of the old men, women, and children, who have suffered so long under the heel of a brutal invader! All France is looking forward to the day when the rest of her northern towns that are still polluted by the presence of the Germans, such as Lille, Douai, Cambrai, St. Quentin, and Laon, may in like manner be free.—(Drawing Copyrighted in the United States and Canada.)

THE FRENCH ADVANCE—BATTLEFIELD METHODS: ATTACK FORMATIONS.

PHOTOGRAPHS BY L.N.A.



MOVING ACROSS THE OPEN TO DELIVER A FRONTAL ATTACK: THE LINES SPREAD OUT IN WIDELY EXTENDED FILES.



FRENCH INFANTRY WORKING ALONG THE EDGE OF A ROAD CLOSE TO THE ENEMY: FIRING FORWARD AND KEEPING UNDER COVER.



MOVING ACROSS THE OPEN TO DELIVER A FRONTAL ATTACK: THE SUPPORTS FOLLOWING BY GROUPS, ALSO IN FILE FORMATION AND IN OPEN ORDER.

Many months ago now the French Army practically reconstructed the battlefield attack methods which had been employed earlier in the war. The change of system was the result of experience in earlier battles, and notably during the French offensive campaign in Champagne. That, though successful in its immediate objects, proved excessively costly in casualties. The present attack formation, which succeeded it, was adopted after a series of experiments at camps in rear, and from the very outset of its being put into practice in the field its success has been assured. It was employed on the occasion of General

Pétain and General Nivelle's counter-offensive attacks at Verdun with highly satisfactory results in the way of keeping down casualties, while affording the men in action peculiar facilities and special freedom of movement for carrying out the tasks allotted to them. French infantry advancing to carry out an attack in one of the formations used—in which the columns move forward in files, or in long-drawn-out strings of men in lines, with intervals, at right-angles to the enemy—are shown in the above illustrations. Victory is of all the greater value when it is not bought at too high a price.



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LADIES' PAGE.

LONDON has been quite stirred up by a rapid succession of charitable "functions," of which the great bazaar for the benefit of the St. Dunstan's Home for Blindfold Soldiers was easily first as regards fashionable attendance. "eight British Princesses" were announced as amongst the saleswomen. Intrinsically interesting is the Russian Exhibition at the Grafton Gallery, arranged by Lady Muriel Paget for the aid of the Anglo-Russian Hospital at Petrograd. She made an excellent speech at the opening ceremony, and looked very nice in a frock of navy Georgette, with the deep flounces, collar, and cuffs outlined with gold embroidery. One of the innumerable interesting articles shown is a dress that belonged to the Empress Catherine the Great—a magnificent robe of cream-coloured Ottoman silk, exquisitely embroidered with crimson roses, a rich blue flower, and green fern-leaves in silk and chenille. A miniature of the same great Sovereign is shown amidst an interesting collection lent by Lady Sackville from Knowle. Books, war pictures, rare icons, gems, modern Russian art and work of many kinds—it all makes up a wonderful show, and it will remain open for a month. Then there was Mme. Clara Butt's successful Pageant of Fair Women; truly lovely they were! Owing to some objections raised, it was decided to abandon the impersonation of Joan of Arc. That wonderful historical figure, to whom every day just now thousands of French women address the prayers of their agonised hearts, begging her intercession for her country, was—perhaps for that very reason—held to be too venerable for inclusion in a show.

All possible publicity should be given to the fact that a very large number of people have been made exceedingly ill by eating "the leaves of rhubarb boiled like spinach." As was recommended by a representative of the Food Controller: Don't do it!

Capital materials for summer frocks are the "Tootal" cotton fabrics. The best-known, perhaps, is "Tobralco," a silky-looking, washing-cotton fabric that comes in a large number of charming and refined colourings, and is also excellent in black, either plain or fancy patterned. It washes well and often, for the dye is guaranteed by the makers to be fast; it needs no starch; and it actually costs only just over a shilling a yard. A material as refined as it is serviceable, again, is "Tootal Shirting for Women," a beautiful, clear-surfaced fabric, the ground white with various kinds of coloured stripings, so fast as to bear washing over and over again; this is 1s. 3d. per yard, only a trifle more than its pre-war price. "Tootal Tiqué" is, of course, ribbed; it is firm enough for coat-frocks or coats and skirts, yet is light in weight and cool in wear; it also makes excellent children's frocks, in white and some colours. Then there is "Tarantulle," by the same reliable manufacturers, for fine home-sewn lingerie. Nearly all drapers stock all these goods; but, if there is any difficulty, pattern-cards can be had and subsequent orders will be attended to direct on writing to Messrs.



A CHARMING AFTERNOON DRESS.

This dress is composed of ivory crêpe-de-Chine and lace, with a narrow sash and ends of carmine red.

Tootal; Broadhurst, Lee, and Co., 132, Cheapside, London. In buying at a shop, the name should always be seen on the selvaige, to avoid disappointment.

Patriotic women make a point of buying British-made goods only, and are generally rewarded by finding that the articles they obtain are of a superior order. This is emphatically the case with the soaps and the eau-de-Cologne and Lavender-water manufactured by that old-established firm, Price's. No soap has a finer reputation than "Price's Regina," otherwise the Queen of Toilet Soaps, bland and emollient, and scented with a delicious perfume that does not cloy; for infants' more delicate skins there is "Regina Nursery Soap," equally pure, and desirable for anybody with an irritable skin; and "Regina Medicated" is antiseptic, and so useful for nurses, and also particularly good for greasy skins. "Price's Cutolav" is also medicated with antiseptic; and their "Buttermilk Soap" is an established favourite for general use. Special attention is deserved by the refreshing "Price's Eau-de-Cologne" and "Lavender Water"; the former challenges comparison with any brand, and the latter is a delightful preparation of a genuine English perfume.

"Adams's Furniture Polish" has assisted generations of house-proud women, for a very small portion of this old favourite cream, applied on a cloth and well rubbed off, gives with little exertion the beautiful surface that makes polished furniture an ornament as well as of use, and preserves the wood too. Adams's Floor Polish is equally valuable as a finish to linoleum or oilcloth, and for use on parquet floors. The genuine make is known by its blue Tartan wrapper; all oilmen and stores supply it.

While work of various kinds claims the hands of so many women—over a million are known to have taken over men's duties, besides those working before the war—balsams to assist the skin and maintain its health and beauty are more than ever required. Beetham's "La-rola" has a wide and well-established reputation for this service. It is soothing to the complexion, a few drops on the corner of a towel after washing clearing and giving a natural beauty to the cheeks; and it is particularly useful to the hands of the war-worker, removing roughness and any trace of grime with benefit to the skin as well as to the looks.

Mrs. Adair, whose booklet will be sent free on application from 92, New Bond Street, London, is a Beauty Specialist of the highest class, and her advice is worth having by anybody with troubles in that direction, while the daily use of her scientific preparations will be serviceable in preserving existing beauties. Her goods bear the general title of "Ganesh," and comprise, amongst others, a skin food called "Eastern Oil," a cleansing and tonifying face-wash, "Ganesh Skin Tonic," and a "Ganesh Eastern Cream" to keep the skin soft and smooth. Mrs. Adair is the inventor also of the "Ganesh Chin Strap," worn at night to remove a double chin and restore the youthful contour of the face.

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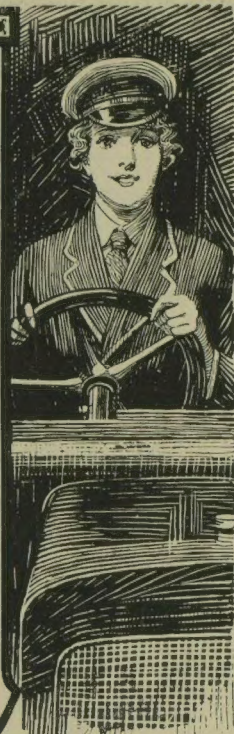
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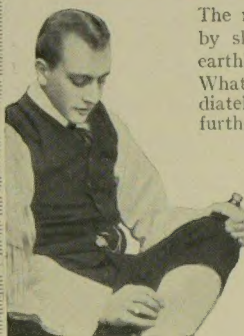
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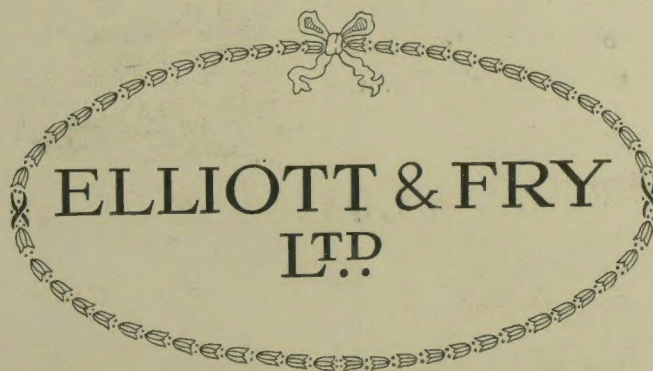


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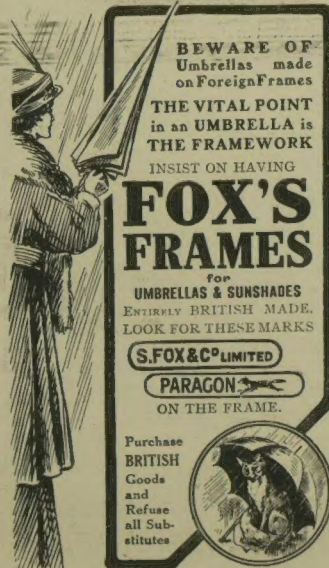
Petrol Economy with the CLAUDEL HOBSON CARBURETTER PROVED!

Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

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HOW SOLDIERS BANISH ANY BAD FOOT TORTURES.

Harry Lauder's practical help to the boys in the trenches.

Illustrated London News readers suffering from various painful foot troubles, such as aching, tenderness, callouses, corns, etc., may be interested to learn what in a few minutes, or relieve muscular soreness and stiff joints. They simply rest the feet in hot water containing about a tablespoonful of an ordinary saltpetre compound, concerning which Harry Lauder recently said:

"Hearing Reudel Bath Saltpetre mentioned as being a likely comfort for the boys in the trenches, and knowing from personal experience that it is excellent, I have sent out several packages, which have been much appreciated."

Sergt. C. S. Turner, of the R.A.M.C., wrote: "I could hardly credit the evidence of my own eyes when I saw what this remarkable natural curative water had done for 'trench foot,' corns, and other very serious foot afflictions." Corp. T. S. Wilburn, also of the R.A.M.C., wrote: "For rheumatic pains I have found this medicinal salted water marvellously effective."

NOTE.—Reudel Bath Saltpetre should not be confused with ordinary patent medicines, ointments, etc. It is a well-known standard compound, exactly reproducing the curative constituents of famous natural medicinal springs, and forms similar highly medicated and oxygenated water. All chemists keep this fragrant and refreshing toilet preparation ready put up in convenient half-pound packets at very reasonable cost.



Photo.]

[Hana.]

Harry Lauder



THE STANDARD MOTOR CO. LTD. COVENTRY.

THE CHRONICLE OF THE CAR.

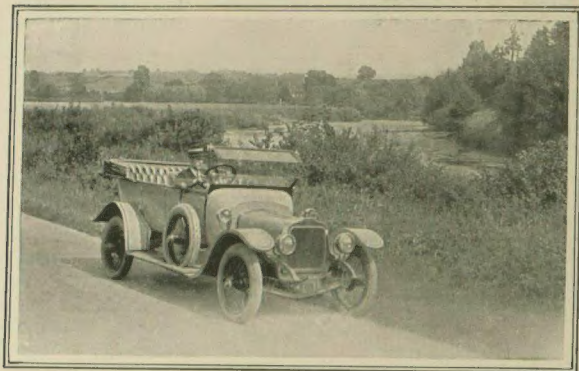
The Question of Fuel Efficiency In these days of fuel shortage the motorist is naturally anxious to secure the very last ounce of efficiency obtainable from the very limited amount of petrol that is allowed by the exigencies of the present situation. Therefore, the results of a series of experiments in carburation

there is just enough oxygen in the air to burn the fuel, and in which no excess either of fuel or air exists—was assumed, and stated as 0.0671 lb. of fuel per lb. of dry air. The resultant curves show that the engine would run with as little as 0.055 lb. of fuel, and with as rich a mixture as 0.155 lb. of fuel to the lb. of air. The point of highest efficiency fell almost exactly on the line of the theoretically perfect mixture, and that of greatest power at about 0.08 lb., but the power curve is represented by a practically horizontal line between the point of the theoretically perfect mixture and 0.115 lb. of fuel per lb. of dry air. One thing these tests demonstrate, and that is the reason why two cars of similar make, both developing good power, with smooth running and good acceleration, will show such marked differences in fuel-consumption. Often we find that the one will cover 20 miles to the gallon, while the other will scarcely do 12 miles. The one has its carburettor adjusted to the theoretically perfect mixture, at which the engine will develop a shade below maximum power, while the other is adjusted so that the fuel proportion falls somewhere on the horizontal line which represents maximum power with low efficiency. This must suggest that the rule to be followed in adjusting the carburettor is to cut down the petrol until the power begins to fall off, and then to increase it slowly until good power is restored. Of course, it has been recognised for long enough that there was such a range of fuel efficiencies covering maximum power as these tests have proved; but I do not think it had been realised how wide that range really is, representing as it does a difference of something like 70 per cent. in the fuel-consumption at the extremes.

identification-plates. It is pointed out that the object of the Order is to make a motor-car easily identifiable when in motion, but that it is thwarted by the practice of having marks which are improperly affixed, of improper dimensions and patterns, and often illegible and partly concealed. In 1916 ten persons were fatally injured by cars which did not stop, and were never traced, and similar cases have occurred during the present year. The notice adds that instructions are about to be issued to the police to enforce the Order more strictly; but, before doing so, the Commissioner wishes to intimate the fact to car-owners, in order that irregularities may be at once rectified.

More Restrictions It is now illegal to use motor-spirit for the "purpose of any motor-car let for hire, except where the letting of the car is for certain specified purposes or is authorised for some special reason by the Board of Trade." The new regulation does not apply to any motor-cab or motor-omnibus plying for hire; but any question as to whether a car is exempt or not is to be decided by the Board of Trade. The prohibition is a very far-reaching one, and will practically close down many businesses, especially in London, where a very large business has grown up in hiring to people who, for one reason or another, prefer not to own the cars they use.

W. W.



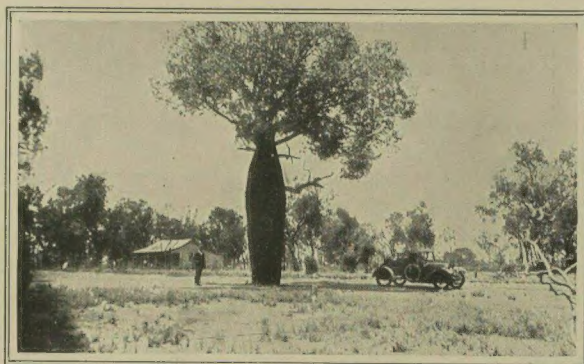
A MOTOR RIDE BEFORE THE WAR: A TALBOT IN THE SEVERN COUNTRY. This handsome 1913 12-h.p. Talbot is seen on the road from Bewdley to Stourport, which follows the Severn for many miles and commands delightful views. The output of this model has since been exclusively devoted to War Service.

and fuel efficiency carried out recently by Professor Berry, at Purdue University, are of the very greatest value and interest. A number of questions were set for solution in the tests; but for the purposes of information here, it is not at all necessary to go into the whole of them or to recapitulate the mass of technical data evolved as a final result. For the moment, it will be sufficient to take the two main questions, which were: (1) Is it true that a comparatively rich mixture is needed for proper performance when the engine is running slowly and unloaded, and that a weak one is needed when running fast?—or does the engine require the same mixture at all speeds and loads? (2) Is the mixture that will give the best (fuel) efficiency the same as the one that will give the best power?

A number of tests were run, the net result being that the answers obtained were that the engine *does* require the same mixture at all speeds and loads, and that the one that gives the best efficiency is that which gives, approximately, the greatest power. For the purposes of the test, a theoretically perfect mixture—that is to say, one in which

The Legibility of Motorist's Number-Plates

Motorists in the Metropolitan area will, apparently, have to be extra careful regarding the legibility of their number-plates. The Commissioner of Police has issued a notice drawing attention to the growing disregard of the Order providing for the proper affixing of the regulation



A FAMOUS TREE AND A POPULAR CAR: A GLIMPSE OF THE ANTIPODES.

Our picture shows an Australian landmark—the famous "Bottle Tree" on the borders of Queensland and New South Wales. And near it is seen one of the popular two-seater Vauxhall cars, which is on a 1500-mile journey from Longreach to Sydney, involving much hard work in the way of crossing creeks with muddy bottoms and sandy banks. The car has been doing excellent work in Australia for four years past.

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Physiological Laxative.

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JUBOL Cleanses the Intestine,

Prevents Appendicitis and Enteritis,

Relieves Haemorrhoids, Prevents Obesity.

MEDICAL OPINION:

"JUBOL is an excellent combination of active agents for the treatment of intestinal disorders. It is highly successful for chronic constipation, re-education of the intestine, and facilitating the digestive process, while it assists in preventing the development of entero-colitis. Its well-established efficacy deserves the attention of physicians as well as sufferers to the merits of JUBOL."

Dr. JEAN SALOMON, Paris Medical Faculty.

Prepared at Chatelain's Laboratories Paris. Can be obtained from all chemists and drug stores, or direct, post free, from the British and Colonial Agents, HEPPEL'S, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W., from whom also can be had, post free, the full explanatory booklets: "Scientific Remedies" and "Treatise on Diet."

**Constipation
Haemorrhoids
Enteritis
Dyspepsia
Migraine**

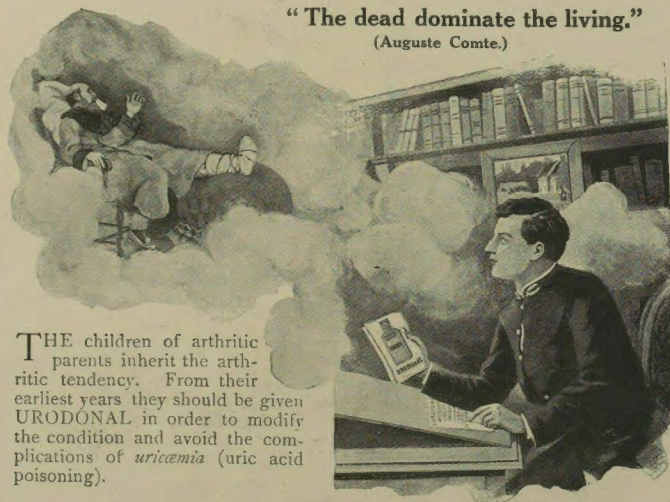


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(Auguste Comte.)



THE children of arthritic parents inherit the arthritic tendency. From their earliest years they should be given URODONAL in order to modify the condition and avoid the complications of uricæmia (uric acid poisoning).

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NEURALGIA, RHEUMATISM,
ARTERIO-SCLEROSIS.**

MEDICAL OPINION:

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DR. BETTOUX.

Medical Faculty of Montpellier.

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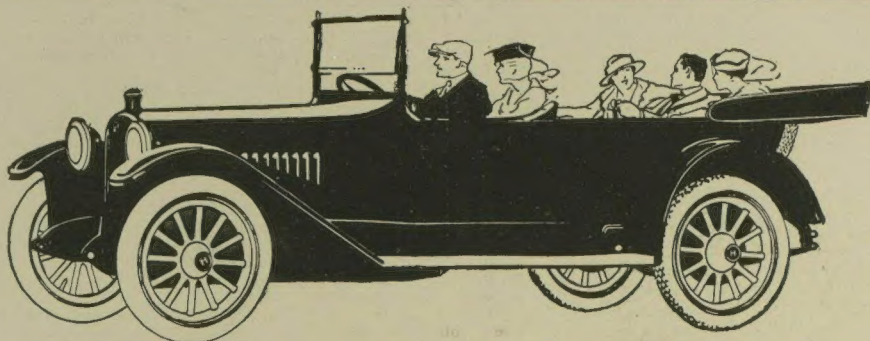
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The car that wins everywhere the high favour accorded to the Hupmobile must be the best in its class—and the Hupmobile is that.

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It must afford the maximum in roominess, convenience and easy riding—as the Hupmobile does.

It must be fast in the getaway, flexible and easily handled, powerful for speed and for the hills and heavy roads, silent and smooth-running.

And the Hupmobile is all these to an unusual degree.

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LITERATURE.

Paraguay.

It is no exaggeration to say that South America is a far vaguer region even than Africa to the people of Great Britain. The average man considers it a continent where the inhabitants breed cattle, mine silver, and amuse themselves with eternal political revolutions. Beyond that, this most romantic of continents is only indefinitely conceived by all but specialists in the history of Latin-America or those who may happen to have trade relations with the once turbulent but now steady-going republics. Of late years, however, much has been done to make South America better understood, and a notable service in this direction has been performed by Mr. Fisher Unwin's admirable "South American Series," a library of historical and statistical works upon the twelve commonwealths. For business men these volumes have especial value, for they are the work of experts in the commercial progress of the South American States. The latest of these most fascinating accounts is "Paraguay," by Mr. W. H. Koebel, who catches his reader with guile, leading him on from the romantic stories of the *conquistadores* to the drier details of modern trade statistics. In Paraguay he has a peculiarly intriguing theme, for this State was, until the middle of the nineteenth century, more completely "wropt in mistry" than any of her neighbours. So exclusive was she that she used to be called the "Inland Japan." For years the Paraguayans groaned under a succession of tyrants, one of whom decreed that all his subjects, no matter how impoverished, should wear a hat, were it but a wisp of straw, solely in order that the subject might sweep it off obsequiously should the dreaded despot happen to pass by. Comic-opera situations have never been lacking in South American republics, and this one was typical. But freedom came in 1870, and now the railway—the great foe of revolutions—is bringing more cohesion. Although the luxurious Paraguayan may not yet be very enterprising in business, the country is developing its industries, and is shown to have a commercial future. The book, with its pleasant narrative, its shrewd insight, and its exhaustive facts, is invaluable not only to the trader, but to the general reader who seeks intelligent information about a naturally beautiful country, still too little understood, but well worth better acquaintance.

The Wonder of Work

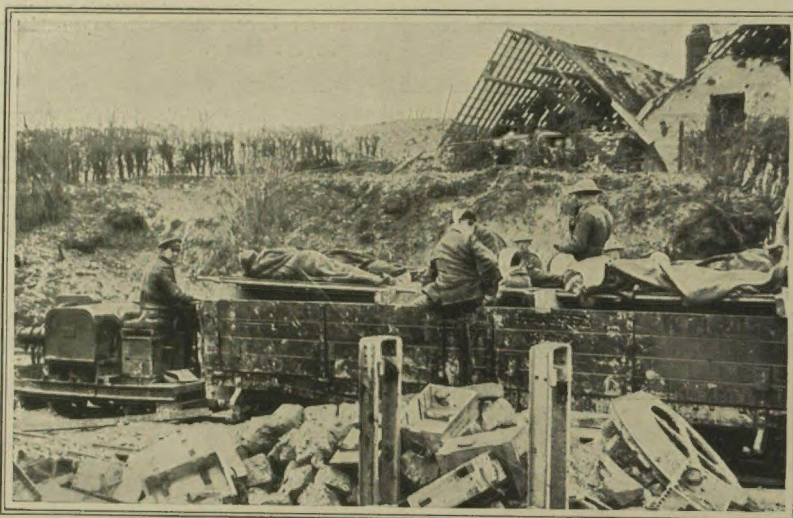
The work of Mr. Joseph Pennell is familiar to readers of *The Illustrated London News*, and we need hardly assure them that this volume, "Pictures of the Wonder of Work" (Heinemann) is both suggestive of the world-spirit of the moment and in itself beautiful in its expression of that great wonder of work which is universal. The artist has gone far afield: not Britain alone or America alone, but Italy, France, Germany, Belgium, Holland, have all yielded their quota. The genius of the artist has given us many facets of the wonder of work. To-day, although in the world of work the war is a powerful influence, we cannot say with Shakespeare that "The armourers, accomplishing the knights, With busy hammers closing rivets up, Give dreadful note of

preparation," the labour shown by Mr Pennell is within the war influence. In his fine drawing of Pittsburgh, "the work-city of the world," and in the great smelter of Anaconda, "beautiful with the beauty of death . . . a



ON THE WESTERN FRONT: AN OPEN-AIR DISPENSARY JUST BEHIND THE LINE.—[Official Photograph.]

silent place of smoke and fire," one seems to expect the clash of steel and the roaring of great guns. "It is far easier," says Mr. Pennell, "to paint a heavenly host or a



ON THE WESTERN FRONT: WOUNDED MEN ON BOARD A LIGHT RAILWAY.

Official Photograph.

dream city than to . . . draw a rolling mill in full blast. Yet one of these subjects can be as noble as the other, as Whistler proved, when he showed for the first time how in London 'the poor buildings lose themselves in the dim sky, and the tall chimneys become campanile, and the warehouses are palaces in the night, and the whole city hangs in the heavens and fairyland is before us.'"

supposes the girl to be so much affected by her surroundings as to grow ashamed about her baby. Her comedy degenerates into farce. Her mistake, however, does not prevent Miss Mary Jerrold from making Lucilla a refreshing and delicious piece of femininity; and there is another piece of acting—Miss Margaret Yarde's study of a kindly and masterful servant—which is delightful.

THE PLAYHOUSES.

"WANTED, A HUSBAND," AT THE PLAYHOUSE.

FROM the point of view of the many who go to a theatre to see a player and not a play, "Wanted, A Husband" is quite an ideal entertainment for Miss Gladys Cooper's start in management at the Playhouse. It enables us to watch an actress of rare charm and personal attraction exercising that charm, displaying an all-conquering power over assorted samples of the inferior sex. In delightful gowns—she renders even an apron picturesque—alike in drawing-room and kitchen surroundings, she is made to figure as a siren before whom poor men collapse; while she, disdainful and deliciously cool, makes havoc of their hearts and their reputation, till at length the new Atalanta tires of her sport, and lets some man have his turn as victor. That is all very well in its way—a good enough joke by a male at the expense of males; but, even with so clever an author as Mr. Cyril Harcourt to work the scenario, there is a price to pay for giving beauty such unfair advantages. In the first place, beauty which, as in this case, treats men as pawns—advertises, in fact, for suitors to make "copy" out of them in a novel—does not play the game. And necessarily the men who would consent to be fishes in such a net must look little more than freaks. Fancy members of a decent club answering a matrimonial advertisement! Imagine, outside farce, a butler and his master as rivals in love! But for those who do not mind human nature being ruled out of the playhouse—why, here are quaint puppets performing the quaintest of tricks, with a modern enchantress to pull the strings. Miss Cooper herself is enchanting as the enchantress; Mr. Hendrie's butler and Miss Barbara Gott's cook dance briskly to the call of beauty's fingers; and Mr. Malcolm Cherry as the one man who is permitted to act like a man (for not the most favourite of actresses can have things all her own way) puts a welcome touch of virility into the closing episodes, and reminds us that even stageland may not dispense with its Petrichio.

"HUSH!" AT THE COURT.

Amusing, undoubtedly, is Miss Violet Pearn's first effort at play-writing. Its heroine is a young bride who is so much a child of nature that she talks openly about her coming baby to everybody. She is plunged into an atmosphere of prudes: her husband's father the rector, the rector's wife, and the rector's sister are all shocked by her frankness. Now such a girl—brought up as she has been by a father who has taught her always to be natural about natural things—would either have outdone her mentors in prudery as a joke, or, more likely, would have turned the house upside down and converted all the prudes to her own way of thinking. Miss Pearn adopts neither course. Ignoring the probability that in her Lucilla's case early training would never have gone overboard so easily, she



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The Original Preparation for Cleaning and Polishing Cutlery, and all Steel, Iron, Brass, and Copper articles. Sold in Cansisters at 3d., 6d., & 1s., by Grocers, Ironmongers, Oilmen, &c. Wellington Emery and Black Lead Mills, London, S.E.

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